1: Childs M-5 (1924-1940) 1949 FP13 Mbundu FP13
Angola FP1

A M 162 A 496 M 496 177 A 505 M A 206 487 494 M 797

institutions or divisions have had little consideration in drawing administrative boundaries.

Systems of communications have been developed during the last forty years. The Benguela Railway, built by Sir Robert Williams and the Tanganyika Concessions, Ltd., was completed in 1931 from Lobito to Elisabethville in the Katanga region, where direct connexion is made with the South, Central, and East African systems of rail and water transport. This railway serves as the most direct outlet for the mines of the Congo and Northern Rhodesia. The great majority of native employees of the railway are Ovimbundu and it has also brought this people their first contact with the mines and with industrialized South Africa. Regular steamship connexion between Lobito and Europe includes Portuguese, Belgian, German, and British lines with occasional calls from American, Japanese, and Scandinavian ships.[1] Recent years have seen considerable extensions of telegraphic and radio service throughout the colony. Motor roads have been built extensively, especially on the plateau and along the watersheds. In addition there are many wagon-tracks for ox-wagons which were introduced by the voortrekkers almost seventy years ago. In many cases the routes followed are those first used by native caravans.

There are eleven missionary societies at work among the Ovimbundu: five Protestant and six Roman Catholic.[2] There is only one fully organized Umbundu Church. It includes the work of three Protestant societies. It is the work of this Church and of the Missions of the A.B.C.F.M.[3] and of the United Church of Canada with which the evaluations of this study are concerned. The Mission of the A.B.C.F.M. was founded in 1880, as the first Christian work undertaken among the Ovimbundu.[4]

[1] This was the situation in 1939. During the period of the war the Portuguese services were maintained, although with less regularity than before. The U.S. Maritime Commission maintained a cargo service. There were occasional calls by cargo vessels of various nationalities. The Belgian line is reopening its service (1946) and the Portuguese lines have acquired additional vessels.

[2] Pères du Saint-Esprit began work among the Ovimbundu in 1890; the Padres Seculares have been working in the towns; the Benedictines and several orders of nuns also have stations.

[3] American Board of Commissioners for Foreign Missions.

[4] The two missions mentioned conduct their work in most respects as a single mission. The other Protestant societies do not have very extensive work among the Ovimbundu.